passengers from ships) and Ma'alla are built on the northern and western slopes of Jebel Shamsan, the highest peak of the volcanic range of hills surrounding Crater. Jebel Shamsan is quite a presentable hill, for it is just over 1,700 ft. in height and was at one time adorned with a signal station.

The isthmus which joins Aden to the mainland is called Khormaksar and is as flat as the proverbial pancake. During the monsoon winds of summer it is a hellish place of drifting sand and it is here that the Royal Air Force have their station; the military and civil airport are also here. Close by the airport are the houses of the more senior civil and military officials and a few ordinary folk, who are, on the whole, much better paid than the officials, but of course not nearly so important. Originally there were only two rows of houses, one of brown houses and the other of white houses, and since they were inhabited mainly by officials, they were, not unnaturally, known as Downing Street and Whitehall. Now there are rows and rows of houses, all variations of the usual colonial box theme in architecture, incredibly ugly but reasonably comfortable, but I am glad to say Whitehall and Downing Street are still the really fashionable roads.

At the northern and landward end of the isthmus there is the town of Sheikh Othman with its pleasant gardens so well known to many tourists. Sheikh Othman was also, until quite recently, well known in a less desirable way to visitors and residents alike, but in modern times morals seem to have improved, and while the gardens have been enlarged, the other attractions have been reduced. The town was not acquired by any splendid feat of arms, but by a purely commercial transaction. It was bought from the Sultan of Lahej in 1882. Aden, on the other hand, was invested in 1839 by an armed expedition from India, carried in ships of the Indian Navy. The reason for this expedition is said to have been to punish an outrage which had occurred when the crew of an English ship wrecked on the coast near Aden were maltreated. In point of fact the probabilities are that the reason for our somewhat drastic action was because we wished to control the only good harbour between India and Egypt and use it as a coaling station

2: Hickinbotham G-4, 5 (ca. 1931-ca. 1957)
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well as the Western Protectorate, but in practice they have been far too busy in recent years dealing with Yemeni-inspired raiding and other disturbances in the Western Protectorate and only once in their history have they been employed in the Hadhramaut. The Levies have had heavy responsibilities and very hard has been their lot and very scanty the praise that those brave men have received. Shortly before my term of office expired a detachment of regular troops from the Army was stationed in Aden, to my great satisfaction. They were invaluable.

So far I have dealt solely with the Land Forces, but with only a few thousand men, possibly 4,000 in all, however well trained and however well armed and led, it would be virtually impossible to safeguard a frontier line of over 700 miles in length running through the most difficult country from aggression, and at the same time to maintain any reasonable degree of security in an area where social conditions today are equivalent to those existing in the Highlands of Scotland in the mid-eighteenth century, and which is twenty-five per cent. larger than the United Kingdom. That the frontier has been maintained and that security has increased of recent years is due very largely to the Royal Air Force, acting in the closest accord with the ground forces. Without the Royal Air Force my task would indeed have been difficult; I will go further and say quite frankly it would have been impossible.

As Governor I frequently had to authorise the use of air action against frontier raiders or recalcitrant tribesmen within Protectorate limits, and I have never been able to follow the almost hysterical reaction with which some sections of the population of these islands are affected whenever they read in the newspapers that bombing has taken place, or indeed that any form of air action has been used. It is for this reason that I shall deal at some length with that most humane of all the various methods by which law and order can be maintained by force, the employment of aircraft.

I do not propose to enter the lists on the side of those who favour this form of policing, nor do I propose to side with the many people who have genuine misgivings, but I am going

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normally time is required to assess the value of such evidence before action can be taken to deal with the situation. To rely solely on Agents and Post Commanders for information would result in many false alarms with consequent waste of time and would fatigue unnecessarily the military forces charged with the task of frontier control.

The ideal is a combination of air and land, and that is precisely how watch along the Aden frontier is maintained. The frontier Posts are sited in strategic positions and are provided with W.T. sets, but owing to the nature of the ground they are often many miles apart, especially on the Aden-Saudi frontier where their number is strictly conditioned by their accessibility to adequate supplies of water. Information comes in from the Posts either from the Political Officer for the area who may be there at the time, or from the local Commander of the Post, and it is checked forthwith by a reconnaissance flight by the Royal Air Force when it relates to troop movements or tribal concentration. It is often only a matter of an hour or so from the time that the information is received to the time that the pilot's report confirming or disproving the information is available. In times of particular tension reporting from Posts is supplemented by frontier patrols, by aircraft flying along the Aden side of the frontier. These patrols have proved to be particularly effective over the sandy and stony desert across which runs the Aden-Saudi Arabian frontier; camels and vehicles can be hidden in Wadis and can travel at night, but neither camels nor vehicles can pass over open country, especially sandy country, without leaving tracks for the airmen to see in the morning.

Speedy and accurate information from the desert areas and from the mountainous regions would be impossible without the use of aircraft. In both types of country the air-land form of frontier control and reconnaissance has been proved to be not only the most efficient, but also by far the most economical both in men and machines, and in money also. It is not inhuman and is not unsporting. True, the Yemen, in my time, had no Air Force and Saudi Arabia nothing much in that line, but the object is to prevent frontier violation not only by our

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neighbours, but also by our own people, in which we are doing our neighbours a service.

Much has been said and written in the Press about frontier violation by reconnaissance aircraft operating from Aden. Ninety-nine times out of a hundred such reports are without foundation. It is impossible for any but the most skilled trained observer on the ground to predict precisely, without the aid of precision instruments, where an aircraft is flying in relation to the ground, especially if it is at any height. Errors do occur from time to time, but they are few and far between and are generally errors of navigation committed by navigators inexperienced in the conditions prevailing in the Aden Protectorate.

The next essential, after information of an incursion has been received and confirmed, is action. The intruder must be evicted —that is an immediate necessity. If you catch a stranger in your house in the middle of the night packing up the spoons, you try to arrest him and to kick him out. You are quite entitled to do so. If he seems to be too much for you to tackle alone you call the Police and they take on the task. If the intruder shows fight and a disinclination to leave, the Police use "reasonable force" and take the fellow away. He may get hurt in the process; that's just too bad. No one writes to the papers and asks questions in the House of Commons, but transfer the scene to a Colony, multiply the intruder by one hundred, substitute a desire to burn and pillage for a liking for other people's spoons and an aeroplane for the police, and there are long articles in the Press and shoals of questions asked in the House of Commons.

Many people feel quite genuinely unhappy about the use of aircraft against ground forces, which is understandable, but springs from ignorance of the way in which aircraft are used. War and fighting with lethal weapons of the modern sort is beastly and horrible to a degree, and the longer it goes on, the more are the casualties and the more horrible it becomes. Therefore, surely the most humane thing to do is to stop the fighting as soon as possible with the fewest possible casualties, especially among our own troops, or to prevent it altogether.

Aden

703 The way to do this is to use the Air Arm as much as possible. The Arabs are a proud race and rate personal bravery highly, as highly as they do prestige, and frankly, that is far too high. They will not give in to an inferior force, but will shoot it out to the end. They are unlikely to give in to a slightly superior force, but they will give in to an overwhelming force and often be secretly glad to do so.

648 I found when using the Government Guards or the Aden
726 Protectorate Levies to deal with petty malefactors that
703 if I sent a small but adequate force there was invariably a fight, but if I sent far more men than were necessary the malefactors' pride was saved and there was no blood shed.

648 An example of air-land co-operation based on actual fact
726 involves an aeroplane and two patrol cars. The aircraft was
703 on frontier reconnaissance patrol; the pilot spotted a lorry
706 travelling southwards inside the Protectorate border in a
• 707 prohibited zone. This was up on the Saudi Arabia-Aden frontier. He circled and at the same time wirelessed to the nearest frontier Post for patrol cars. The lorry was halted by a burst of fire well in front. A message was dropped and the lorry was ordered to remain stationary and wait for the patrol cars. It did so. The aircraft guided the cars to the lorry. It was loaded with rifles for distribution in the Protectorate and carried a number of well-armed tribesmen. There was no fight; the aircraft was the overwhelming force. The tribesmen were disarmed and the lorry was taken to the nearest Hadhrami Bedouin Legion Post. If the aircraft had not been used on patrol, the lorry would not have been spotted, and if the aircraft had not been there when the patrol cars arrived, there would have been a very unpleasant scene indeed. The tribesmen would certainly not have given in without a fight and lost the rifles, each one of which was worth locally one hundred pounds sterling.

648 In action against raiders from across the frontier in hilly
726 country, aircraft are not nearly so lethal as many think because
707 the lightly armed raiding tribesman has so much cover at his disposal. In fact they are very hard indeed to hit at all.

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Casualties in these conditions are few as between the aeroplane and the enemy, but the aeroplane has a very considerable moral effect on our own troops as well as on the enemy. Ground-air co-operation can work wonders in bringing matters to a speedy conclusion by the denial of commanding features to the raiders and by giving covering support to advancing ground troops, and casualties among our own men are reduced to a minimum.

Aircraft operating alone cannot hold territory, nor can they in difficult country deny ground to the enemy indefinitely. I am writing of course of Colonial conditions and not of the use of thousands of aircraft in concentrated bombing operations as was the practice in Europe towards the end of the last war. What aircraft can do is to transport troops quickly and support those troops once they are in action, and that is the way they have been used in the Aden Protectorate. In this way lives are saved on *both* sides and, incidentally, it is in the long run the most economical method as well as the most efficient for watch and ward on a frontier in the conditions prevailing in the Aden Protectorate.

Now let us consider the role of the Air Arm in Internal Security work, and in particular the vexed question of bombing. Breaches of the peace in the Protectorate can be due to a number of causes and take various different forms. Sometimes there may be a genuine misunderstanding and a grudge or grievance nursed until it explodes into murder; sometimes a constitutional dislike, not unknown in the West, of paying taxes, takes the form of armed resistance to authority, the authority of the tribal Ruler; and sometimes a breach of the peace is the direct result of bribery, by a so-called friendly power, to murder, pillage and burn and disrupt security so that the economic, political and social development of the country is retarded. This last form of evil doing has been more prevalent in recent years. Uneducated people are easily misled by ready talkers, and rifles and money mean much to the wild tribesmen, especially when distributed with a generous hand. They little realise the harm they are doing themselves by burning schools and dispensaries. They are to be pitied as well as

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721 punished. But it matters little what the cause of the crime, it is the method of punishment which is under examination. Let us, therefore, trace a normal sequence of events.

The incident has occurred, and the guilty party has been determined without doubt by the Political Authorities. Their Ruler asks Government to aid him in bringing them to account if it is beyond his power to act alone. The offenders are called upon to surrender themselves and explain their conduct. They do not appear on the date stated and no excuse is offered. The Ruler orders them to pay a fine in rifles or in money or in both. The fine is always well within the means of the guilty party to pay and is never vindictive. Payment is not made so the transgressors are warned that action will be taken to destroy their property, generally tribal towers, to the extent of the fine. Care is taken to make sure that the leader's property is first on the list for attention, and great care is taken to ensure that excessive damage is not done. Aerial photographs are taken and the actual towers or houses carefully identified. Twenty-four hours' notice of air action is then given and the transgressors are warned to remove their belongings. If at any time before the expiry of the warning period the persons concerned submit or make any move indicative of their willingness to submit, the whole operation is postponed immediately. If no move has been made by the guilty party then a further warning of one hour is given immediately prior to the air action. The first warning is dropped by air on the village or towers of the offenders, and to ensure that there is no mistake it is sent also by hand through neutral agents, probably Saiyids, but the second warning is from the air alone. The operation takes place and the bombing or rocketing of the buildings is very accurate and no unnecessary damage is caused. Quite often the offenders and their friends gather on a nearby hill feature to watch the aircraft in action. The incident is over. The slate has been wiped clean. There have been no casualties, there were not intended to be; only material damage has been done.

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I do not recall that during the time I was closely connected with the Protectorate there were, at any time, any casualties

as a result of such operations. To have inflicted the same punishment in the more remote areas of the Protectorate, with land forces, would certainly have resulted in casualties on both sides, and would have been a long and laborious operation. Justice in the wilder and less civilised areas of the world, where memories are short, must not only be seen to be done, but it must be swift. Air action fulfils both these requirements, and is at the same time the most humane method. It seldom leaves any lasting feeling of resentment and more often than not normal relations have been resumed with the offenders in a few months or even weeks.

Sometimes air action cannot solve the Internal Security problem quite so readily and this is when the recalcitrants have no permanent dwellings, but live in grass huts or caves or just under trees in close proximity to the frontier. When they have been tempted and have fallen and have committed some gross offence then action has to be taken by air against their flocks, the only property they have, and when this fails action is taken to deny to them their grazing areas. Sometimes even this does not produce the required result, which is to persuade them to make submission and live in peace with their neighbours. Then ground and air action is taken to round up the men or to destroy them if they resist; the normal procedure when dealing with dangerous armed criminals in any part of the world. This may take long to achieve when the frontier is near and supplies of foodstuffs and money and shelter and compensation for damage done are all readily available from outside the Protectorate. The main fault is not with these poor, foolish, misled creatures, but with those responsible for leading them astray. They are the people who most deserve punishment and not their unfortunate dupes; but the principals are far away and out of reach in a "friendly" country. The loyal and staunch tribesmen, our friends, know where the fault really lies. We may understand why the punishment cannot fall where the result would be immediately successful in stopping at once the bribery and corruption which is the root of the matter, but they who depend on us and are loyal to us and who suffer from the depredations of the disrupters of the